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13 November 1958

Requirements on a Recent Report Concerning Tashkent Airframe Plant  
No. 84

REF : [REDACTED] 29 July 1958, Secret/Noform  
25X1A2g

Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, firsthand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

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Prior to the receipt of the [REDACTED] reports it seemed logical to assume that Crate (Il-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (An-8). Since [REDACTED] refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

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It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

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Approved For Release 2000/08/23 : CIA-RDP62S00231A000100030012-8

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Requirements

1. Is subdivision V of the plant a highly secretive, restricted area and is that the reason source can supply scant information on the facility? Is he quite sure of the existence of such a subdivision? How did he learn of it? How long has it been in existence? Has he any idea of products other than woodwork from this subdivision? Did it supply subdivision B with any products?
2. When did production of Crate aircraft reach its peak of 10-12 per month? Was this rate maintained consistently after it was reached? If not, what sort of problems affected production? What was the rate during the last few months of production? Was there a smooth drop in number produced during the phaseout period? Were the 30 transports mentioned by source destined for military use?
3. What type of work did source perform? Did he have access to all buildings and areas of the plant? If he worked in final assembly, how many final assembly positions for Crate were located in the building? Can source supply a layout diagram of the final assembly building and positions? At what stage of assembly were the factory serial numbers assigned to individual aircraft?
4. Approximately how long did an aircraft remain at the plant after it left final assembly? How long did it take for post-assembly operations, including painting. Did plant personnel or Soviet Air Force personnel usually test the aircraft at the plant? How extensive were the test operations prior to acceptance? How many new Crates generally would be visible on the factory airfield or scattered through the factory area? Did this vary according to season?
5. Was the plant also involved with a great deal of Crate overhaul and modification work? When did this program start? Did the work take place outside or inside? If inside, in which building? What types of repair or modification took place? How many old Crates generally were visible on the factory airfield or in factory area? Will overhaul and modification of Crates continue at this plant after the new aircraft is in production?
6. Is source quite sure of the designation Il-17? What is the significance of the designation? When was the first series-produced model scheduled for completion? Did source ever see a prototype of this aircraft which may have been flown in from another location? Was the aircraft to be strictly a cargo transport or were passenger versions to be manufactured also? Was the new transport to be a high-wing or low-wing aircraft? Was it to be assembled in the old assembly

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building or could the 24th department under construction be a new final assembly area? Was the door under the fuselage to be a rear-loading ramp type? What type of engines were to be used on the aircraft? Source states that rumors concerning production of a jet aircraft did not materialize. Since it is believed that the new aircraft at this plant is powered by turboprop engines, does source know the difference between a turbojet and a turboprop engine? Did source ever see the new aircraft or see plans for it? Can he supply a sketch? How did source acquire the wing spread and fuselage length dimensions which he reports?

7. What types of workers and how many were sent from subdivision B to Kazan and Voronezh? How long did they stay? Were crates supposedly manufactured in Kazan or Voronezh? What type or types of jet aircraft were produced in Kazan and/or Voronezh? How did source acquire this information?

8. At Plant B, how many days were worked per week, how many shifts per day, how many hours per shift? How many vacation days and holidays were allotted to workers during the year? Were any of the plant efforts concerned with consumer goods? Did the plant maintain a constant labor force? Is it likely that any of the above factors would change with the introduction of the new aircraft into production?

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